filled in with illuminated texts, monograms, &c.; and the floor is paved with Minton's encaustic tiles.

The pulpit and font are of Caen stone: the first has statues of the Evangelists at the corners, standing on corbels having their respective symbols carved on them.

Many of the fittings are gifts from individuals whose interest has been excited in behalf of the church. The large east window, stained with a painting of the Crucifixion, by Mr. Clutterbuck, is the gift of Colonel Graves, as a memorial to his wife; and the same artist has supplied two other windows in the chancel and at the west end. Three stained windows in the south chapel are by Mr. Wailes; these, also, are the gifts of private individuals, and are memorials to Mr. Sterry, sen. and his wife, Mr. Sterry, jun. Henry Tweed, and Miss Tweed. The chancel window is a memorial to Miss Emma Andrews. The font is also a memorial gift from a lady. The chancel is laid with encaustic tiles given by the lady of Mr. Coope. The body of the church is lighted by standard gas lights, with a *corona lucis* in the chancel.

Mrs. John Laurie, of Marshalls, gave the communion plate.

THE METROPOLITAN DRAINAGE OF SURREY AND KENT DISTRICTS.

Under the above heading, in a recent number of your journal, appeared an abstract of Mr. Forster's report upon the drainage of the southern districts of the metropolis, as adopted by the commissioners. From the wording of your introduction to the subject I was led, with many others, to look to the report itself for *some details at least* of a plan which is to cost the ratepayers of the district a quarter of a million of money; and that, be it remembered, merely by the way of prelude; for although the report commences by announcing "a report and estimate for a complete system of drainage for the Surrey and Kent districts," the estimate evidently provides for the main sewers only, leaving the detailed drainage, as explained in a subsequent part of the report, as well as the house drainage, at present out of the question.

To my great surprise, however, upon consulting the engineer's report, as printed, with a map for the use of the public, I find nothing more than a general description of the proposed line of the sewers, and the estimate published by you. Is this, I ask, all that the ratepayers and owners of property in this large district are entitled to before they become involved in an expenditure of (in the first instance) 250,000*l.* and subsequently, if I am not greatly in error, in a further outlay of 100,000*l.*—to be within compass? Will those who are interested in the outlay of a million sterling upon public works of the utmost individual importance to every one of a community of 500,000 souls submit to be thus taxed, without reasonable evidence that this very expensive whistle will sound when purchased and paid for?

However highly they may respect the talents of the engineer, it cannot be seriously expected that the ratepayers of the district will rest satisfied with this very general and off hand mode of dealing with them and their finances: in the absence, therefore, of such figures as ought to have been furnished for their information in evidence of the practicability and probable efficiency of the drainage when completed, and in the absence of the whole truth in shape of estimate, they have no alternative but to resort to their own mode of calculating probabilities, to prepare for themselves such tests as they may deem indispensible to so extensive an operation, to realise candidly to their own view the probable cost of that "complete drainage" hinted at, but not provided for, in the chief engineer's report; and then to form and pronounce their humble judgments upon what so nearly and dearly concerns them.

As soon, Mr. Editor, as the ratepayers' report shall have been received and adopted, I hope you will be furnished with a copy, and that it will be found worthy of notice in your pages.—T. W. P.

RAILWAY JOTTINGS.

The whole of the immense apparatus and surplus material used for the construction of the Britannia Bridge is about to be brought under the hammer.——The works of the Shrewsbury and Hereford Railway have been commenced by Messrs. Brassey, the contractors, in the neighbourhood of Ludlow, between which point and Shrewsbury, eighteen miles, it is intended to complete the line in twelve months.——The tube bridge, of a span of 150 feet, over the Rugby and Leamington Railway, at the end of Bath-street and Clemens-street, Leamington, is now nearly completed, having been tested with a weight of 320 tons.——Our readers may recollect of a proposal to have a bronze cast of a colossal statue by Leyland, at Halifax, made and erected at the entrance to a railway tunnel in that vicinity. The suggestion, we perceive, has been so far acted on that a bronze cast is being made; the first portion of it, one of the legs, weighing eight hundred weight, having been already cast, and the statue named "The Anglo-Saxon Chief;" but whether its destination be that suggested, we cannot say. The figure is in a bent and intensely listening attitude, conceived to be poetically appropriate to such a position; and it doubtless would be so, even though the ancient Anglo-Saxon's idea of the iron horse and his train were no more refined than that of one of his own posterity the other day, who, on first opening his eyes on the monster, described him as "a muckle snorting beast that gave a great screech when it saw him, and ran into a hole." We scarcely believe, however, that the modern "Anglo-Saxon" would have dared to listen at the hole like his ancestor of bronze.——Under head of "A real Irish Railway," a contemporary says, "the site chosen for the erection of the magnificent Dublin terminus of the Great Southern and Western seems to have been unhappily selected for the uses of the railway, as a formidable hill has to be surmounted by the train immediately after it starts. Practical engineers assert that, had the spirit of jobbing not governed the counsels of the directors, much more favourable gradients could have been obtained." A passenger describes "two porters, armed with huge mops, preceding the snorting engine, and diligently scouring the rails," to prevent the engine from slipping, and enable it to overcome the ascent. A stationary engine for this part of such a line would seem to be requisite, and would obviate such a difficulty.——A new locomotive engine on an improved principle has lately been manufactured at the Great Northern works, Boston, which the makers warrant will run the distance from Boston to London (108 miles), with six carriages and two breaks, the usual express train, in one hour and thirty minutes. The principal improvement, we hear, is in the safety-valve.——An American correspondent of the *Mining Journal* says that an engine, called the *Dummy*, has just been used on the Hudson River Railway. There was no machinery to be seen, no smoke, no noise; it merely appeared like a huge square box, mounted on twelve wheels; and as the steam is condensed, and carried back to the boiler, there were no signs of even a steam-engine. The engine is said to have run six miles an hour.

THE EXCURSION SEASON.

The extraordinary success of the cheap excursion system is talked of with gratulations on all hands. Various companies are benefiting thereby to an extent not only unprecedented as are the reductions of charge yielding such returns, but altogether unlooked for by the companies benefited. Cheapening in railway traffic turns out, like a few other exceptions to a general rule, to be a very different thing from cheapening and screwing in trade. It benefits all parties, and promotes nothing like the overreaching, sweating, and other evils and mischiefs resulting from "ruinous competition." Moreover, the promotion of such occasional intercourse must improve the permanent traffic. The excursions already made, now going on, and yet to come off although the season draws rapidly to a close, are far too numerous for special notice, but all have hitherto been alike successful beyond expectation, although a sad accident has happened with one of them on the Great Western. The fact is, most of the excursion schemes of this season have been gone rather hastily into, probably without sufficient preparation and arrangement. It is said, however, to be the intention of the principal companies, during the winter, properly to organise a series of excursions for the next summer, to and from every part of the United Kingdom, and to announce the same in hand-books, to be issued early in the spring, so as to give the public a choice of attraction, and time to decide upon the localities most congenial to their tastes and pursuits. Such a course of proceeding, as remarked by a contemporary, will be found still more advantageous, both to the interests of the companies and the public, than the present hastily arranged and frequently ill-managed excursions. The London and North-Western will be then amongst others in the field with holiday trips to numerous places on their extensive line, and we do not despair of seeing trains to Liverpool and Manchester at rates something like those to Bristol and Bath of the present season. The Great Western excursion trains of next season have been already estimated as likely to add 20,000*l.* or 30,000*l.* to the ordinary returns. The *Morning Herald* speaks thus sanguinely of the redeeming influence of such traffic on railway dividends in general. "The judicious working of excursion trains—a class of traffic which is becoming a necessary portion of our domestic and moral economy—promises, with the very fair prospect of a continuance of the gratifying increase that has taken place in ordinary traffic, to give railway property that stability which over-speculation, Parliamentary discouragement, wholesale jobbing, extravagant expenditure, and general mismanagement, or a general inefficiency of control, have so seriously damaged." Excursions alone may not do all this, but a reconsideration, and a cautious reduction, of ordinary charges, an extension of the season, day, and return-ticket system in general, and other kindred measures, will greatly aid these occasional profits in accomplishing so desirable an end. Sharp practice, too, must be avoided. On the South-Western Line, the other day, we were swindled out of *three* shillings, because we had accidentally lost a double-journey ticket, for which we had already paid *two*, although name and address were proffered in proof of honesty. The superintendent at the Waterloo Station seemed to think it rather a good joke than otherwise: we should like to know, however, what would be said of a tradesman who, discovering that his customer, after paying his bill, had lost the receipt, should insist, not simply on being paid the amount a second time, but half as much again. If this should meet the eye of the "Board," we hope they will send the three shillings back to our office.

IMPROVEMENT IN PALL-MALL, AT THE ENTRANCE INTO THE GREEN PARK.

It really appears surprising, in a country like this, that with all their suggested improvements they cannot carry out one that presents itself with so few obstacles, and would be attended with so little expense, and form one of the finest vistas in the metropolis, and at once an eligible site for the marble arch. I allude to the continuation of Pall-mall by a fine avenue of trees from Stafford-house to Constitution-hill, placing the marble arch at the end of Cleveland-row, looking direct into the Park. The idea is not new, it was first urged in your pages, and it is one that suggests itself at once on looking at the plan of proposed improvements in St. James's Park.

A Sub.

ENCLOSURE OF THE BRITISH MUSEUM.

I take leave to call your attention to the fence about being erected in front of the British Museum. You doubtless know the plan of the architect was a dwarf wall and iron palisades extending the whole length of the buildings, which, from its lightness, and the relief it would have given the edifice, was highly approved by the public, and its completion has been long anxiously looked for.

Unfortunately the gentlemen residing in the wings have objected to the publicity which an iron railing would give to their dwellings, and they have succeeded in getting the plan altered, so that a stone wall twelve feet high is to be erected at each end, extending some yards beyond the residences: thus one half the space, or nearly so, will have the aspect of a prison, and the wall will doubtless in a few weeks be embellished with a succession of temporary "conveniences" to the annoyance and disgust of the neighbourhood. The news of the alteration of the plan was at first received with incredulity, but now that the ground is marked out shewing how far the high wall is to extend, sorrow (I will not say indignation) is fast taking the place of disbelief. One of the People.*

* We have received three other letters on the same subject.—Ed.

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